

Civil Aviation News

against five during last winter. S.A.S. operated three services a week last winter, but expects to operate no fewer than four during 1948.

Interim terminal buildings which are to be erected at London Airport will be of semi-permanent unit construction 2 or 3 storeys high and will remain in use until the final portion of the permanent terminal buildings is erected. It is hoped that experience gained from the operation of these interim buildings will contribute to the final design and layout of the central area.

It is understood that the recently announced decision of British European Airways to close down their aircraft maintenance base at Speke and to transfer the work to Renfrew was taken entirely on economic and operational grounds. The decision has been adhered to despite some opposition from Members of Parliament, and a full explanation of reasons for the step taken has been circulated to the staff of B.E.A. at Speke through their trade union machinery.

Short Brothers and Harland, Limited, have received an order from Aviación del Litoral Fluvial Argentino (A.L.F.A.), of Buenos Aires, for two 51-seater Sandringham flying-boats. The 6 seats have been added to the standard 45-seater version by reducing the size of some of the seats. The flying-boats are intended for the company's South American routes, and will supplement the 3 Short Sandringhams which are now in use on their present services and which are reported to be working at full capacity. Both the Sandringhams, which are powered by Pratt and Whitney twin-Wasp engines, will be delivered within 3 months.

B.S.A.A. figures for the month of July show some increases over the preceding month, and the corresponding month last year. The total number of passengers carried was 1,461,

against 1,214 in 1947. Mail and cargo totalled 57.7 tons, compared with 54.7 in 1947, and the route miles in operation amounted to 21,382, a substantial increase over the route miles in July, 1947, which were 15,705. The increase is largely explained by the change of route—the Corporation is now flying Tudors to South America across the North Atlantic.

Scottish Aviation, Limited, has recently finalized a contract with F.A.M.A., the Argentine airline, for converting two Douglas C.54 Skymasters to 44-seater airliners. The value of the order will be in the region of £25,000-£30,000. Both aircraft were purchased by the Argentine company from Sante Fé Skyways, by which company they had been used for the transportation of meat in the Argentine. The fuselage had no windows at all in the main compartment, which was especially insulated and refrigerated for transporting meat.

Northolt airport reached the new high figure of 67,300 scheduled-service passengers passing through in August. The previous highest had been in July this year, with 61,277 passengers. August is normally the busiest month of the year for airports. There were 1,994 aircraft arrivals on scheduled services and 1,993 departures; 356,890 lb of mail and 745,182 lb. of freight was handled.

August traffic at London Airport was 42,242 passengers on regular scheduled services—1,146 aircraft arrivals and 1,176 departures. Mail totalled 546,545 lb and freight 1,030,911 lb.

From April 19th until the end of August a total of 29,545 passengers were carried by Scandinavian Airlines System on internal routes in Norway. During the summer period the company carried 685,000 lb of luggage, 114,000 lb of cargo and 240,000 lb of mail. The total distance flown on the routes amounted to 475,000 miles. As was the case last year, the greatest traffic was on the S.A.S. Arctic service from Stavanger via Bergen, Oslo, Trondheim, Bodø and Harstad to Tromsø. Domestic services in Norway cease this month owing to weather conditions which make further operation impossible.

FROM THE CLUBS

FIRST formal dance of the season at the Brough Flying Club took place on Sept. 24th. Over 100 members and guests attended, and the event was a great success. Three new flying members have joined the club recently.

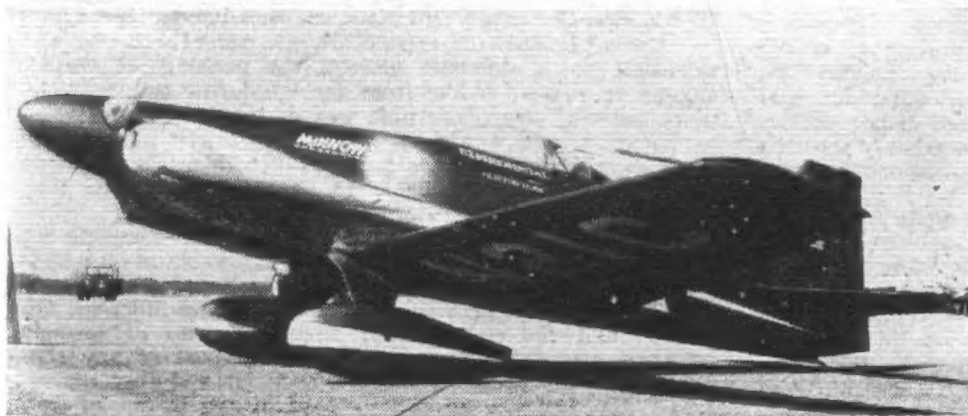
SLIGHTLY improved weather in September resulted in an increase in flying activity among members of the Derby Aero Club, and recent visits were made to Le Touquet, Ostend, Dinard and Deauville. The club also attended the Butlin rally at Speeton in force, but the contingent which went to the S.B.A.C. show at Farnborough on the second public day were caught there in the deluge. A recent dance was held at the clubhouse and plans are going ahead for the annual ball at Burnaston House on December 10th.

A FLYING meeting took place at the West London Aeroplane Club at White Walham Airfield on Saturday, September 25th. Besides balloon bursting and bombing competitions, which were won by Mr. J. Game and Mr. P. Shaw, respectively, both of the Fairey Flying Club, there

were demonstrations of the Topsy Junior, a Firefly and a Vampire, the latter being flown by S/L. Oxspring, D.S.O., from Odiham. Mr. Philip Wills gave a display of gliding, and Major Willans made a parachute descent. Members and guests present numbered 400 at the opening of the new clubhouse, which was followed by an impromptu dance.

FLYING hours accomplished by members of the Northamptonshire Aero Club during September amounted to 40. Many of the club's private owners have visited the Continent and visits have been exchanged with numerous British clubs. Six new flying members joined during September. The first dance of this season was held on October 1st. Social amenities have been increased by the addition of two hard tennis courts which will be available to members all the year round.

FLYING instruction at the Cinque Ports Club ceased on October 1st. This decision was taken in consequence of the lack of official backing and the high cost of flying which has reduced the local support for this aspect of the club's activities. However, Hugh Kennard, who is carrying on charter and "joy-ride" flying as Air Kruise, Ltd., at Lympne, has launched the Kent Coast Flying Club and offers instruction from £2 10s per hour on Magisters. He receives the full co-operation, support and good wishes of the Cinque Ports Club, who will continue to organize air rallies and races as before. The club hut on the airfield has become an airport canteen for those working there. Outstanding membership balances are being transferred to the new club and continued membership of the Cinque Ports Club will be at a nominal fee; the club will therefore retain its name and hangar accommodation for private owners and visitors by air who will continue to be welcome at the Lympne Country Club for meals and overnight accommodation.



GOODYEAR WINNER: A Cosmic Wind flown by Mr. H. R. Salmon at a speed of 169.8 m.p.h. won the Goodyear Trophy in the Cleveland National Air Races, 1948. The design was originated by a group of Lockheed employees for the 1947 race, and three of the type were built; the other two were fifth and seventh this year.

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